following is a copy of the communication addressed to the merchents:

To the Business Men of Salt Lake City:

The rule of self-preservation is recognized at the first law of nature.

This is a united effort on the part of the business men is made at once, to protect themselves against further unjust discriminations, the freight rates, instead of being lowered as was anticipated, will be advanced from January 1, 1881.

The following telegram has been received:

Laless prompt action is taken by your chamber of commerce, and by the business men of Salt Lake city, all rates from Missouri river points will be advanced by January. Act at once.

Will the business men of Salt Lake city allow thomselves to be

LED UP TO THE SLAUGHTER BENCH

without making an effort to prevent this caisanity, when by a united effort on their part this can not only be prevented, but by so doing they can compel the railways to do them justice and do justice to this community, by making the reasonable concessions, to which it is entitled by the immense volume of business concentrated here.

The transportation bureau, after proceeding in the most conservative manner, and after consulting with the most prominent business men, had concluded that the time to act has come.

A number of sub-committees have been a discrimination against Utah. "You by the immense of developing our industries and asserting prosperity to both the public and the railways."

Joy our not consider the action of the Union Pacific in raising the rates to Utah in 6 do so."

Do you not consider the action of the Union Pacific in raising the rates to Utah."

Yea, they both joined in our numerous protest, but without matil. We quite agree with your committee that Utah ought to have as low rates as Butte and other Montan points, and will deal in our power to protect Utah's interest."

The you not consider the action of the Union Pacific in raising the rates to Utah."

Yea, they both joined in our numerous to a country, rich in undeveloped resources to a country, rich in undevel

and after consulting with the most prominent business men, had concluded that the time to act has come.

A number of sub-committees have been appointed who are circulating letters like the one submitted to you for your signature.

After the business men have been carefully canvassed, the bureau will decide whether sufficient support has been received to proceed in the matter indicated, or whether it is best for the committee to order its resignation and allow the business men to take care of themselves as best they may.

An important interview was held December 30, between Fred Simon, chairman of the transportation bureau of the chamber of commerce and its transportation bureau of the chamber of commerce and passenger agent of the Rio Grande Western railway company.

Mr. Simon, being informed that passenger rates to Utah would be raised, while rates to Montana and California would be lowered, thus discriminating against all interests of this territory, called upon Mr. Bonnett at once, and the following interview took place:

"Is it true, Mr. Bennett, that passenger rates from the east to Utah are to be advanced Janu
"Is it true, Mr. Bennett, that passenger rates from the east to Utah are to be advanced Janu
"Is it true, Mr. Bennett, that passenger rates from the east to Utah are to be advanced Janu
"Is it true, Mr. Bennett, that passenger rates from the east to Utah are to be advanced Janu
"Is it true, Mr. Bennett, that passenger rates from the east to Utah are to be advanced Janu
"Is and assuring prosperity to both the public and the railways.

It, beyond doubt, proves that unless the people of Utah begin to take care of their saliways.

It, beyond doubt, proves that unless the people of Utah begin to take care of their fellow in the railways.

It, beyond doubt, proves that unless the people of Utah begin to take care of their fellow in the railways.

It, beyond doubt, proves that unless the people of Utah begin to take care of their fellow in the railways.

It, beyond doubt, proves that unless the p

view took place:

"Is it true, Mr. Bennett, that passenger rates from Dans Sine-You are aware that it is a most difficult task to obtain signatures of five hundred business men, on account of delays through absence and otherwise.

Prompt action is necessary. If you desire to

RATES FROM HAILEY, TINTIC AND PARK CITY TO KANSAS CITY, OMAHA, DENVER, Based on rate per ton per mile from Salt Lake City.

70	- E	LANSAS	CETX			(0)	ŧλ	HA.		DENVER.					
FROM	Distance	Hate per ton per mile.	Through rate	Present rate	Distance	mile.	Rate per	Through rate	Present rate	Distance	Rate per ton per mile	Through	Present rate		
Hailey Tintic Park City	1,486 1,388 1,945	99c. 99c. 90c.	14 71 13 74 12 36	13 15 10 00	1,255 1,157 1,019	81	16 16	\$14 (5) 13 40 11 80		847 747 (00)	1,515 1,515 1,515	H2 83 11 32 9 23	\$10 6 10 6 7 0		

LAKE CITY TO KANSAS CITY, OMAHA AND DENVER, Based on same rate per ton per mile from Halley. Tintic and Park City.

20	- 1	LANSAS	S CITY			036	HA.		DENVER					
MARIS.	Distance	Rate per ton per mile	Through rate	Present rate	Distance	Rate per ton per mile	Through rate	Present rate,	Distance	Rate per ton per mile.	Through	Present		
Halley Tintic Park City	1,250 1,250 1,250	.834 .948 .804	\$10 43 11 85 10 01	\$19 40 19 40 19 40	1,098 1,098 1,068	9.88 1.136 .98	\$10 55 19 13 10 47		600 600 600	1.35t 1.49 1.15	88 95 9 37 7 59	10 00		

TATES TO SALT LAKE CITY, BASED ON SAME RATE AS FROM HAILEY, TINTIC AND PARK CITY TO KANSAS CITY, OMAHA AND DENVER.

FROM	The second	Hate per lon per mile	Through rate per ton
Halley (present rate) Halley (hased on same rate per ten per mile as to Om sha) Halley (present rate) Halley (based on same rate per ton per mile as to Kansas City Against Salt Lake City Halley (based on same rate per ton per mile as to Kansas City Against Salt Lake City Tintic (present rate) Park City (present rate)	355 355 355 355 355 355 355 355 355 355	988 Ton 2, 422 1, 251 Ton 2, 422 1, 251 Ton 3, 41 1, 126 Ton 3, 41 1, 126 Ton 3, 41 1, 126 Ton 3, 50 1, 50 1	\$5 55 50 50 50 50 50 50 50 50 50 50 50 50

KATOD PROM SAN FRANCISCO TO SALT LAKE, DENVER, MISSOURI RIVER AND

	To:	Salt L	ake.	T	o Den	ver.	To M	ssour	i River.	To Chicago.			
Articles.	Distonce	Bate per mile	Rate Per 100 pounds	Distance	liste per milte	Rate per no pounds	Distance	Bate per mile	Rate per	Distance	Rate per natte	Hate per	
Canned Goods Rice Sugar Green Fruit Dried Fruit	9116 9116 910 900 900	1.417 1.417 1.417 1.676 1.676	\$1.00 1.00 1.00 1.10 1.10	1555 1555 1555 1553 1555	.64 .64 .64 .723	81 00 1 00 1 00 1 125 1 40	1963 1963 1963 1963 1963	,500 ,500 ,331 ,573 ,713	81 00 1 00 65 1 12% 1 40	2463 2463 2463 2463 2463	.406 .406 .406 .507 .568	81 10 1 00 1 00 1 10 1 4	

RATES TO SALT LAKE BASED ON SAME RATE PER MILE, AS TO DENVER, MISSOUR RIVER AND CHICAGO.

	E	asec	on.	Denv	er.	Bas	ed.	on 1	Mo. 1	Based on Chicago,					
Articles.	Distance	Hate per	Through	Present Rate	Agniust Salt Lake	Distance	Rate per	Through.	Present Rate	Against Saft Lake	Distance	Rufe per	Through	Present Rate	Agelast Saft Lake
Canned Goods Rice Sugar Greet Fruit Dried Fruit	505 505 800	64 64 76 723	.517 .517 .615 .615	1 00 1 00 1 00 1 50 1 30	.43 .45 .43 .85 .49	805 805 805 805	509 331 513 713	.46 .46 .30 .51 .64	1 00 1 00 1 00 1 00 1 10 1 30	.54 .54 .20 .99 .66	855 856 856 865 865	406 406 406 507 568	.36 .36 .45 .51	1 00 1 00 1 00 1 50 1 30	8 64 61 64 1 06 79

		TO	EALT L	AKE CI	TY.		TO SAN PHANCISCO.									
	From Ye miles	ork	From ca	go	From souri miles	River	Y	New ork 3,375.	0.5	Chi-	From souri miles	Mis- River 1,963				
ARTICLES.	Rate per to pounds.	Bute per rolls.	Rate per 100 pounds.	Rate per mille.	Rate per 100 pounde,	Bate per mile,	Rate per 100 pounds.	Rate per mile.	Rafe per 190 pounds.	Rateper nille.	Ba'e per 100 pounds.	Rate per mille.				
Agri. Impls	3 13 1 59 3 14 3 14 1 51 1 69 1 64% 1 80	1.962 .6111 1.387 1.387 .51 .681 .681	81 28 897 1 46 3 20 3 20 1 21 1 46 1 38 1 87	.88 c 1.894 .931 2.04 2.04 .771 .931 .931 .188 1,103	\$1 10 2 50 1 35 2 50 2 50 1 25 1 25 1 10 1 45	1.03 e 9.34 1.17 9.34 9.34 1.806 1.17 1.17 1.03 1.357	\$1.30 2.15 1.20 4.20 5.30 1.20 1.20 1.20 1.30 1.70	· · · · · · · · · · · · · · · · · · ·	81 19 1 95 1 10 3 90 3 00 1 10 1 10 1 13 1 19 1 50	.482 c .701 .446 1.58 1.218 .446 .446 .446 .482 .008	81 07 1 76 99 3 51 9 70 99 99 1 07 1 35	,545 4 ,596 ,501 1,788 1,375 ,504 ,504 ,504 ,504 ,545 ,687				

rate from \$25 to \$30."

"Is this advance general?"

"No, sir; and that is what I have protested against. For instance, the rate from Missouri river points to Butte and other common points in Montana has up to date been \$25.50, but the new tariffs received name \$30, or a reduction of \$25.50 via Ogden and via Granger only \$25."

"What will be the new rate to California rounts."

Missouri river to Utah, advancing second class rate from \$25 to \$30."

Tate from \$25 to \$30."

"Is this advance general?"

"Is this advance general?"

Thave protested FERN Show, chairman. AGHERMENT.

-, the undersigned, hereby agree to route all treight as directed by the transportation bureau of the Sait Lake chambor of commerce, until such time as informed by the bureau to make this agreement null and void."

Nume Business Address

"What will be the new rate to California points"

Thirty-five dollars."

That is only five dollars more than to Utah?

"Yes, sir; that is it."

"Yes, sir; that is it."

"It your road a party to these rates:

"We have protested most vigorously against the advance of rates to Utah and also against the reduction to Montana points, at the same time, but in vain. The eastern lines claim the right to rate west-bound rates but if the Union Pacific would stand with us, we would prevent it: but they refuse to do so."

"Why should the Union Pacific favor the raising of rates to Utah, and lowering them to Montana."

Some time ago the board of directors of the

TO SALT LAKE CITY. TO SAN FRANCISCO. From Missouri River From New York From Chicago From New York From Missouri River From Chicago ARTICLES. Agricultural Implements.... Cotton Piece Goods..... Cauned Goods Dry Goods N. O. S

5			From Ne	w York		F	rom C	hleago	Fr	om Mis	souri 1	liver	Fro	m Nev	York	F	rom (Chicago	Fr	om Mi	ssouri	River	tion to the facts in order to mitigate the evils of the situation for the benefit of the larger class, the producers, as well as to secure an opening
no or wit-	ARTICLES.	Distant.	Through Bute	Present Rule	Against Salt Lake.	Distance	Through Rate	Present Rate	Distance	Rate per Mite	Present Rate	Against Salt Lake.	Distance	333	Preunt Rale	Distance	Rate per Mile	Present Rate	Fasor of S. F	Bate per Mile	Through Bute	Present Rate	for outside capitalists who have shown a dispo- sition to embark in smelting enterprises here, but have been deterred by the existing state of affairs. Your committee consider that in the foregoing greport all essential features relating to the atti- tude of the rairoods and their discriminations against Sait Lake city have been fully covered so far as it is possible in a general statement. For taker previously referred to and appended as a
o-th wid r-	Agricultural Implements. Cotton Piece Goods. Cauned Goods Dry Goods N. O. S. Drugs Soap. Starch Sugar Farm Wegons. Wooden Ware.	3480 3480 3480 480 480 3390 3450 1480	637 1 58 335 88 244 3 09 977 2 49 335 88 335 88 385 95	3 13 1 59 3 44 3 44 1 31 1 69 1 69	1 55 71 35 1 08 46 81	1568 .7 1568 .4 1568 1. 1568 .4 1568 .4 1568 .4	91 1 2 146 2 158 2 4 118 1 9 146 2 146 2 146 7	6 #1 38 # 4 2 97 1 0 1 46 8 3 90 1 3 90 1 0 1 46 0 1 46 0 1 46 0 1 46 6 1 38 5 1 73	73 1 W.S.	.545-8 .596 .504 1.788 1 1.375 1 .504 .504 .504 .504 .504 .505	58 81 10 96 9 56 50 1 91 91 2 56 47 3 57 55 1 90 55 1 92 56 1 92 58 1 16 73 1 45	8 52 3 1 54 5 70 1 63 1 1 63 1 70 45 70 1 1 63 70 1 1 63 70 1	375 .64 375 1.36 375 1.38 375 1.38 375 1.37 375 .66 375 .63 375 .63	\$1 80 94 \$2 4 95 \$1 4 95 \$7 4 65 \$4 1 85 \$1 9 35 \$63 9 9	81 8 9 2 15 4 1 1 28 9 4 25 4 3 30 1 3 1 20 1 1 1 1 20 1 1 1 1 20 1 1 1 20 1 1 1 20 1 1 20 1 1 20 1 1 20 1 1 20 1 1 20 1 1 20 1 1 20 1 2 2 2 2	9463 9463 1,2453 1,2463	88 #2 894 4 931 2 1.04 5 771 1 931 2 931 2 88 3 10 2	17 81.11 66 1 95 29 1 10 62 3 90 62 3 90 62 3 00 9 1 10 29 1 10 17 1 10 72 1 50	.98 196 4.71 196 1.19 (90 1.12 196 4.01 196 80 .96 1.19 196 1.19 196 58 196 1.51 196	1.035 2.34 1.17 2.34 2.34 9.36 1.17 1.17	2 02 81 4 59 2 10 4 59 1 84 9 30 2 60 2 60	1 07 .95 1 76 2 83 19 1 .31 3 5. 1 .05 2 70 1 89 99 .85 99 1 .31 1 07 .95	
10		l)		To Br	igham,	Utah.						Logan,				, to S	alt L	ake cit	on s	ante i	criticie	s in the	and distributed to them in nameblet frees in
m os sid	FROM	1 :				c		Canned grods, Sugar,			4 5	A I		D I	Cannes goods, Sugar,	same in th acros Ogde	e folio s the in, ile.	ies to Sowing no bringe a per cwt	e prode in Franca anner: t Omah: from (eis, il disco is Five e Fic fi ligden i	e rate onts p onts of o Oak	charged per cet. make to land, or	statement, showing the discriminations in force. 3-Your committee reconscends also that the chamber of commerce, in concert with the real catate exchange, confer with the different rail- roads centering in this city with the view of
ird of the		915 95 64 64	185 160 1 185 150 1 24 21 51 46 51 40	2 110 E0 110 15 16 31 20 31 30 To Met	110 8 110 8 14 1 14 1 14 2 7ammo	m. Idah	4109	0 16 1 2 145 12 5 130 16 6 130 17 0 16 1 6 31 3 6 31 9	930 915	36 29 215 175 185 150 185 150 33 20 66 54 66 54	130 11 130 11 23 2 37 3 37 3	5 110 0 110	20 16 92 92 85 77 85 77 85 77 20 16 97 91 97 91	72 65 65 19 19	11 99 9 99 145 15 56 130 11 56 170 11 11 99 9 17 37 3 17 87 3	throi Fran of .54 sour artic rate or a	agh races of a race of super	of soc. a cent per to Sa	tue M. distance rewt. per me point t., a dis-	san r ssouri e of 1, is r mile irco. t t to S tabce er cwt.	river Smile from to On the alt La	to San s, a rate the Mis- e sume alto, the s miles,	present transcentinental terminal rates. Also that the carlond rates to Sais Lake city plus the local rate to any point tributary to Sait Lake shall not exceed the less than car load rate from the terminals to the points mentioned. 3-Your committee further recummends that the railroads request like transportation committee to discover the committee to the com
y s l ot	Sait Lake City Mo, Siver Points San Fran, and Cal. Term Portlant, Ore In rayor of Mo. River against Sait Lake In favor of San Fran, against Sait Lake In favor of Portland against Sait Lake	250 S 215 D 215 D	75 61	45 125 30 110 30 110 51 43 66 58 66 58	110 98 110 8 110 8 38 3 38 4 36 4	3 25 0 30	72 60 65 56 18 1- 20 20	4 51 4 2 145 12 5 130 11 5 130 11 4 51 4 0 08 5	950 915 915 93 93	82 66 215 175 185 150 180 150 82 66 112 91 112 91	145 19 130 11 130 11 56 4 71 6	0 110 0 110 7 42	44 23	65 65 91 98 98	16 56 4 62 145 15 56 130 11 56 130 11 16 56 4 22 71 6	Beni o of t o sions of n and mile Salt	nett, par Ki ar Veu incty- four is ren Lake	general o Gran asey, Sep nine cer thousan nunerate e rate o	the Unifreight de West blember ats per diths of the first control of the	on Pa and pa ern, be 22, their cwt., or a cent being	one or through the control of the co	nd J. it. or agent Commis- ogh rate hundred ewi. per case, the	i.—Unless the railroad! satisfactority adjust these matters, in consideration of the last that Sait Lake city is on a torough line, and consequently does not come within the scope of, adverse inter-state commerce decisions so far as known to your committee, it is suggested that a case embodying all saidmit fratures be taken be-
t to y	Sait Lake (lity Mo. River Points, San Fran, and Cal. Term Portland, Ore In favor of Mo. River as against Lait Lake. In favor of San. Fran, as against Sait Lake In favor of Portland as against Sait Lake.			61 51 45 125 45 125 45 125 61 51 61 51	4 4 110 9 110 9 110 9 110 9 46 4 46 4 46 4	1 81 2 82 2 82 2 82 1 81 1 81 1 81	12 G 12 G	7 61 5 9 145 12 4 145 13 2 145 12 7 61 5 7 61 5	1 119 5 970 5 950 6 950 1 119 1 119	97 27 915 175 915 175 915 175 97 27 97 27 97 27	Tiete 1	The second second	46 36 92 82 92 82 92 82 46 36	55 55 55 55 55 55 55 55 55 55 55 55 55 5	19 67 2 69 145 15 60 145 15 60 145 15 19 67 5 19 67 5	hund bexce two cwt, to ge	ss of and th term t on t	nd sixty their re cirty-two die than this class	six tho munera hundred their the sof good	isandi live the lithstin ough r	ns of a rough active are same	rate, or we were rate per	cuted; your committee is forthied in its opinion i of the probable success of such a case by the fact that the reasoning of the court of commissioners apparently favors a movement of this light. 5—In addition to the verbal recommendations made by the court of the success.
st n-	Salt Lake City Mo, River Points San Fran, and Cal. Term Portland, Ore In favor of Mo, Rive as against Salt Lake In favor of San Fran, as against Salt Lake In favor of Portland as against Salt Lake	250 ± 250 ± 250 ± 195	215 175 1 215 175 1 215 175 1 111 89	79 68 45 195 45 195 45 195	110 9	6222244 90000	20 22 50 50 50 50 50 50 50 50 50 50 50 50 50	1 72 6 2 145 19 2 145 19 2 145 19 1 15 19 1 70 6	9 137 5 250 5 950	1221 95	85 7 145 15	51 650	000, Ide 557 433 552 852 552 853 557 435 557 435 557 435	371	23 85 7	of ni 5 twer 5 dolls 5 and 5 pani 5 mile	nety-roty-six irs per still es ni	c cents c cents c cents c carloac this wine-tenth four-tent	s, there per cw of this ould giv is of a	would to or ty the e the cent	be a s sever isund railro per c	aving of aving of ty eight pounds, ad com	be very respectfully.
R,	Sait Lake City No. River Points. San Fran and Cal Term. Portland, Gre In favor of Mo. River as against Sait Lake. *In favor of San Fran, as against Sait Lake. *In rayor of Portland as against Sait Lake.	125	138 108 215 175 1 215 175 1 215 175 1 215 177 1	96, 85 (45) 125 (45) 125 (15) 125 (15) 123 (96) 85	74 6 110 9 110 9 110 9 7+ 6	.,,,	21777 E	2 96 8 2 145 15 2 145 15 2 145 15 2 145 15	5 161 5 950 5 950 5 950 5 950 5 161	146 110 215 175 215 175 215 175 146 116	103 1 145 1 145 1 145 1 163 5	Dillon, 30 78 35 110 35 110 35 110 30 78	Mont. 62 4 92 8 82 82 82 82 88 82 63 48	35 T2 115	28 103 4 32 145 1 02 145 0 62 145 0	of vostions of or of vostions	chat i en. In inch en on of 30,00 i gets	of an te, or of they get nother te ding the transcoopound s elst.	on their vords, the bridge ontinent s, and t	er ce c throu by get aris, f al bus he ros se to g	of in gh bus 53 ce rom O inces of fro et the	excess siness to mis per make to or \$150 a m there tarough	Chairman of the committee of the real estate exchange. G. F. CULMER. Chairman committee chamber of commerce, GROBER OSLOND. Chairman of joint committee.
Present	Salt Lake City Mo. River Points San Fran, and Cal. Term Portland, Ore In favor of Mo. River an against Salt Lake "In favor of San Fran, as against Salt Lake "In favor of Portland as against Salt Lake	180	166 136	190 104 145 125 145 125 145 126 120 104	8	6 59 99 99 99 89 90 89 66 50	43	93	78 113 128	81 71 937 195 907 170 185 150 67 51 67 76 119 96	61 2 183 1- 145 1: 130 1 43 1: 61 1: 76 6	35 352 51 46 56 46	41 31 04 92 92 82 85 77 29 21 41 31 48 36	21 21 25 45 45 20	11 43 17 61 23 76	nga il per il to-d 5 mor ic ple is the il pay is or s	nst 83 car, as ay, we e for c goods same 136 pe	s shown s shown t pay four pack than Sa distance or cent. r	above. 21d per cing hot a Franci the re- core frei	As the car of see pro- see pro- selt is, ght on	a savi e fat D,000 ducts rehan our m a car	ing of 82 ing of	WHITE HOUSE, corner of Main and Second South. Most central location of any hotel in the city. Opposite postoffice. Union ticket and Pullman office in the hotel. Newly re- modled and furnished throughout. Table
60	Sait Lake City. Mo. River Points San Francisco and California Term Portland, Oregon. In favor of Mo. R. as against Sait Lake. In favor of Fran, as against Sait Lake. In favor of Portland as against Sait Lake.	- 116 - 306 - 250 - 915 - 60 - 116 - 151	191 81 235 219 1 215 175 185 150 51 37 101 81 131 105	71 C1 182 155 145 195 130 110 31 29 71 61 56 76	53 110 110 110 110 110 155 155 155 155 155	Idahe 17 37 14 90 15 71 15 90 16 17 16 10 16 10	\$5 50 50 50 50 50 50 50 50 50 50 50 50 50	80 71 6 73 182 17 92 145 15 9 34 5 6 71 6 26 86 7	1 133 7 358 6 950 0 215 9 55 1 133 6 188	115 93 943 939 945 175 155 150 50 36 118 93 148 118	80 192 1 1-5 1 136 1 36 2 83 98	20 oshou: 23 61 54 144 25 119 10 110 34 29 73 63 88 63	55 42 121 101 221 82 85 67 85 42 65 42 65 47	3387251833	23 83 75 192 1 62 145 1 56 130 1 10 36 23 83 29 98	bers the trai from troi an of ster to t	son to same and the outrage the Green contrage the	he same e distant Missour reously I from an	of n con i river	mpetit to the as the on the	the saliy in the will be will be will be will be the first the beautiful to the beautiful t	nisco job me road he same ater rate coast i no line o puri rive	modern conveniences. Terms \$2 to \$2,50 per day. H. L. Hall, Prop.
1 10000	Sait Lake City Mo. River Points San Francisco and California Term Portland, Oregon In favor of Mo. R. as against Sait Lake In favor of S. Fran, as against Sait Lake In favor of Portland as against Sait Lake.	150 345 967 989 55 193 198	135 105 208 212 1 230 185 200 100 52 38 13 95 13, 120	93 83 900 173 160 134 140 119 38 35 83 74 18 89	73 (183 L) 115 10 119 (172 4 30 5 61 5 64 5	(1) 46 (0) 111 (0) 89 (0) 84 (1) 17 (0) 29 (0) 64	30 S 93 77 6 70 7 15 1 33 S 38 5	26 93 8 78 173 8 8 134 1 70 119 1 10 28 1 21 83 1 89 18 8	3 151 3 347 9 269 9 274 5 54 4 139 9 167	136 136 306 943 932 186 902 161 51 38 f19 95 149 120	94 900 1 156 1 141 1 39 83 98	84 73 73 153 84 119 19 119 96 30 75 64 89 64	61 46 130 111 101 89 94 84 93 17 52 39 59 44	36 94 78 71 14 30 37	95 94 78 900 1 65 156 1 50 141 1 10 39 91 83	54 bas 73 rate 34 Nev 35 core 75 core	is with the from the	river continued the Minimum of the Minimum of their river to the true of true	than to should and than to a points they ead and o meet	seubouiver to iver to ie all to Sa xist a water i	n n w rd. the San F rail ra n Fran t pres rates s	ater rate all rail rancise ates from teisco in ent. Achieuld best of the	TO STATE OF THE PARTY OF THE PA
000	Sait Lake City Mo River Points San Francisco and California Term Portland, Oregon In favor of Mo, R. as against Sait Lake In favor of Portland as against Sait Lake In favor of Portland as against Sait Lake	116 550 275 240 56 - 131 166	141 111 300 246 5 236 189 1 206 164 1 50 40 120 97 150 122	98 87 900 175 1.00 137 144 199 43 197 84 75 96 90	76 6 156 ft 122 ft 122 ft 50 ct 61 5	92 47 85 113 84 91 85 85 81 16 87 43	# 15 TO 15 T	17 98 1 19 900 11 16 1he 11 10 144 11 10 43 1 13 84 1 10 99 1	7 100 25 350 27 250 28 215 27 60 25 160 0 195	145 115 300 248 265 175 185 180 60 42 145 115 175 140	191 1930 1 145 1 130 1 46 101 116 1	89 77 75 158 25 110 10 110 39 39 59 77 04 77	63 48 85 115 92 82 55 77 90 15 63 48 70 50	8567 S14 84	28 101 79 200 1 62 145 1 56 130 1 11 46 28 101 34 116 1	89 Wat 75 T 25 title 10 65 c 39 Fra 54 Satt	er tra hey ad on to j ents p nelsec he art nelsec	ne Atlant insporta- ivance to justify to er hund to the icle fro the rat	tic seaborion, te argumentsolveredweig Missou m the 1 e is 99 c	nent of es in n ht on : ri rive	wate wate making sugar i r, whi ri rive	r compe a rate of from Sa ile on the er to Sa	Z PED W. SCARTON
	Sait Lake City Mo. River Points Sau Francisco and California Term Persiand, Oreson In favor of Mo. R. as against Sait Lake. In favor of S. Fran, as against Sait Lake. In favor of Portland as against Sait Lake.	173 350 955 915 73 178 935	158 128 1 330 250 2 315 175 1 185 150 3 73 50 158 128 1 188 153 1	13 9 300 175 145 125 120 110 58 48 113 98 128 113	81 0 167 14 110 9 110 8 26 1 83 7	19 19 19 19 19 19 19 19 19 19 19 19 19 1	30 2 101 8 11 6 61 5 10 30 9 50 3	59 113 5 83 200 15 27 145 15 33 180 11 8 58 4 9 113 4 8 128 11	8 179 5 350 5 950 0 215 8 79 4 179 3 214	163 153 300 250 215 175 185 150 78 28 161 153 191 158	118 B 200 1 145 E 130 I 63 3 119 I 133 I	86 15 167 15 110 10 110 10 120 10 86 17 86	68 51 42 121 92 87 85 70 16 12 66 51 73 63	12 101 72 60 13 42 51	32 118 1 83 200 1 62 146 1 53 130 1 11 65 32 118 1 42 133 1	Fra W 5 aga 5 tors 10 tow 92 asse 12 por	neisco e als instor to the as at e contin tant to mon.	o. find ur jobbe eir dolm our very on has mount of and the	that a stop a stop a doors, ade the this b	discrin	inatic dmost imeri anscor ity of cuntai	prohib chants in the in n regio	Telephone 308. 20 E. First South.
	Salt Lake City Mo. River Points San Francisco and California Term Portland, Gregon In favor of Mo. R. af against Salt Lake In favor of S. Fran, as against Salt Lake In favor of Portland as against Salt Lake	101	www. en	White Bake	ATT I	Contraction of the last of the	- Fy	er - 1401 - 1	-	Tell 1	F.191	tampette	r, Icea	29 79 79 79 29 10		is to S in to	he ter he ter halt La bout e lity ra te city ed fro	e from oritory thake city, eighteen ate made to Poo	me disc ur city to at is ge- months on cer atello, to the n	ago the ago th	tion ag tifferen leally ere wi ods fr cal ra d-stie	minst unt town tributar as a com rom Sal te 10 b	EMULSION
の対象のの対象の	Mo. River Points. San Francisco and California Term Pertland, Oregon.	215 1 215 1	7) 215 175 1 185 150 1 185 150 1	5 Salt 45 125 30 110 30 110	Lake (110 9 110 8 110 8	City, 13	70/A 72 6 65 5 65 5	d 0 6		ľ						ske rive sid the	ort Lin	ner ove ne: but of its for m its exi n. The ouri rive	to-day mer self stence i rate on r commo	that it hat it and are not staple on poin	st is the be worth groce	merely merely pelts de ly of cor ries from	Of Pure God
00000	Salt Lake City San Francisco and California Term In favor of S. Fran as acainst Salt Lake *Same as Missouri River.	130 1 300 5 300 5	4441 4461	00 Gran 90 75 155 130 5) 131	THE PERSON NAMED IN	THE PERSON NAMED IN	-	9			بروال) (H)				riv Sa	er to I er to I it Lak	25 per 10 Engle Re te city to ts the 1 Salt L:	ock. Ida hagle f	ls, and no, is t lock is	from he sa	Misson me, from	HYPOPHOSPHITES

for the purpose of doing the necessary work to obtain such concessions from the different rail-way companies, as would aid in giving this city such advantages in freight and passenger rates as it was entitled to by virtue of its location, as a centre of business. The committee has investigated such points as came under its observation, and not only considered the points. In favor of this city and territory, but also has endeavored to be just with the different railway companies. When it is taken into consideration that since the first railway entered this city over twenty years ago, only very slight reductions have been made in freight rates; and when it is taken into further consideration that, within the last four years, this city alone, has doubled its population, and trobled its business, with the railway companies centering here, it is not asking too much to request that freight rates be reduced, instead of being alvanced, in order to place Salt Lake city on a par with other distributing points. Therefore, acting with the authority of the chamber of commerce, the transportation bureau requests, in the readjustment of rates for 1881, but Salt Lake city be placed upon the basis of the terminal rates as the day to the Transcontinental association tariffs (Nos. 26 and 27 of June 18, 1894, and subsequent issues.)

We also ask that first-class passenger rates.

sequent issues.)
We also use that first-class passenger rates, from January, 1891, or such other reasonable time as can be agreed upon, bens follows, viz: Missouri river to Sall Lake city and return, 847.59, fare one way, 855; Denver to Salt Lake city and return, 830, one way, 822; Leadville to Salt Lake city and return frourn, 825, one way, 805; Grand Junction to Salt Lake city and return, 901, one way 818.

Grand Junction to Salt Lake city and return, 12.1 one way, \$18.

We furthermore ask that mileage books be issued for one thousand miles, good through such different territories as the various lines centering here may over, including Etah, Idaho, Montana. Wyoming and Colorado, at the rates of 2½ cents per mile; such books to be good only for the party in whose name they are made out.

Idaho, Montana. Wyoming and Colorado, at the rates of 2½ cents per mile; such books to be good only for the party in whose name they are made out.

The hardships imposed upon this mercantile community in the past, in this respect, have been very great, making it almost impossible for the wholesale houses to send out their traveling agents to any part of the states east or west of us. We also ask that the freight rates from this point to Leadwille be calculated upon 80 per cent of the rate (both ways) between Denver and Sait Lake city.

In regard to local rates from Salt Lake city this committee desires that such an adjustment of tariffs may be made as will encourage the distribution of the merchandise and manufactured products to the surrounding territories. In order to secure a commodity distributing rate, which will canble Salt Lake city to be come not only a wholesale out a large manufactured products to the surrounding terms point, the rate from Salt Lake city to surrounding towns should be so adjusted that the less than a carload rate from the Missouri river to any local point within a given radius should not be less than the carload rate to Salt Lake city to such point. While this necessitates a reduction in local turiffs a commodity rate, which will create a large distributing center for the inter-mountain states and territories, will ultimately increase production and consequently the revenue of the railway lines handling such traffic.

Having in view the mutual welfare of the community and of the transportation companies, the chamber of commerce urgently requests and variety. To encourage immigration and consequently the revenue of the railway lines entering Utah in the development and expansion of our manufactures, mining, agricultural and communies, the chamber of commerce urgently requests the chamber of solutions to such vast extent

Within the next ten days, it will be de-Within the next ten days, it will be decided whether this city is to be hampered in the future in its business transactions with other communities, for whether it shall become that business center which nature has fitted it for, in spite of all that the railway companies can do to the contrary, notwithstanding. If the merchants work hand in hand,

THERE CAN BE BUT ONE OUTCOME.

Some time ago the board of directors of the Chamber of commerce appointed a committee of railway presidents can combine, living ances.

for the purpose of doing the necessary work to obtain such concessions from the different railing way companies, as would aid in giving this city such advantages in freight and passenger rates along the companies and stock holders, why is it not possible for the mer.

The more inaugurated is not for the purpose

interests of their own companies and stockholders, why is it not possible for the merchants of this city to combine and force
that recognition from the railway companies which as individuals they have not
been able to obtain heretofore?

The committee can safely predict that if
the merchants in this city recognize the
importance of this movement, by joining
their interests with the whole community
there can be but one outcome: 1—Salt
Lake city will become the center of business of the great inter-mountain region.
3—There will be a saving of immense
amounts of money annually in freight rates.
3—Inducing thousands of people to make
this city and this territory their homes,
who are now being diverted to other points
north and west. 4—The establishment of
manufactures and the employment of many
thousands of dollars now paid out monthly
for goods, which should be manufactured
here. 5—Proper recognition and settlement of claims now pending against the
railway companies for over charges, discriminations, damage and tardy transportation.

To summarize the work of the transport

ion.

To summarize the work of the transportation bureau for the past four months, it has established clearly and strongly a basis for recognition, as a wholesale manufactur-ing and distributing center. It has ma-tured a case and presented it very strongly to the inter-state commerce commission. It tured a case and presented it very strongly to the inter-state commerce commission. It has shown the necessity for a permanent organization and for continued and diligent supervision of freight and passenger rates. It has demonstrated the necessity for a freight claim bureau under the direction of the merchants of this city. Salt Lake city pays annually between three and one half and four million dollars for freight charges. During the past year, the tounage and carnings of this city have increased between 100 and 110 per cent. The discrimination referred to for many years past has been the result of the passive and unorganized condition of the business interests. Three years ago, when the chamber of commerce took up the freight question, by vigorous and concentrated action of the merchants very valuable concessions were made to Salt Lake city, in the form of distributing rates; but these concessions were made to Salt Lake city, in the form of distributing rates; but these concessions were practically wiped out in subsequent changes of the tariff sheets, as soon as the transportation committee abandoned the field and became disorganized.

certainly known to those gentlemen who have made freight and passenger rates a life study. The move inaugurated is not for the purpose of indicting hardships upon any certain road, by diverting freights from its lines; it was simply prompted by the law of self-preserva-tion, which governs everything, whether indi-viduals or a combination of individuals—a com-munity.

vininis or a combination of their numity.

If your railway presidents, who live hundreds of miles apart, could combine for the mutual protection of their respective reads, why are not the merchants of a community justified in combining their interests for the common model.

god? Please note the enclosed circular carefully; n a few days we desire to call upon you for a onference, when it will rest with you to deter-nine what redress you will give to this commu-

ity.
A report of the sub-committee has just been A report of the sub-committee has just been received since this report was campleted, and which, but for the lateness of the hour, would have been included in the general report. We, therefore, append the same in full as submitted to us by the board of directors of the chamber of commerce. Very respectfully submitted.

Fixed Simon, Chairman.

W. C. B. ALLE S. Commissions.

W. C. B. ALLEN, Commissioner, REPORT OF THE JOINT COMMITTEE.

SALT LAKE CITY, Jan. 7, 1891. Mr. President and Gentlemen of the Board of Directors of the Chamber of Commerce: Your committee, appointed to investigate the question of freight and discrimination against Sait Lase city, has worked very harmomously with the committee from the real estate ex-change.

As a joint committee, we have made a search-As a joint committee, we have made a searching investigation and obtained all the information that was possible with the facilities at
our command, as many of the avenues were
closed to us, by those in the position to afford
us aid. Not from any disrespect to us, or discourtesy, on the part of those having the power
to grant the desired data, but upon the ground
solely of protecting the interests of their emnivers.

ployers.
We made a very extended verbal statement to

the merchants of this city. Sait Lake city pays annually between three and one half pays and the part of those having the power pays and the part of the part of those having the power pays and the part of the p

Francisco the rate is 10 cents a discrimination of 34 cents per hundredweight in favor of San Francisco.

We also find that a discrimination exists against our jobbers to a point almost prohibitory to their doing! business with merchants in towns at our very doors. The transcontinental association has made the majority of the important towns of this inter-mountain region common, and they get the same rate as Sait Lake city, hence, the discrimination against us is the rate from our city to the different towns in the territory that is geographically tributary to Sait Lake city.

About eighteen months ago there was a commodity rate made on certain goods from Sait Lake city to Pocatello, and local rate to be added from there to the point of distinat on beyond, either over the Utah Northern or oregon short Line; but to-day that list is merely a skeleton of its former self, and the benefits derived from its existence are not worthy of consideration. The rate on staple croceries from the Missouri river common points to Sait I as city is \$1.30 per 100 pounds, and from Missour, river to Eagle Rock, Idaho, is the same, from Sait Lake city to hage Rock is 57 cents, whi a represents the amount of the discrimination against Sait Lake city. This discrimination Sait Lake city to hagic fock is of cents, whi in represents the amount of the discrimination against Sait Lake city. This discrimination prohibits the shipment of this class of go als from Sait Lake city, and serves as an illustra-tion for many other points and various lines of goods. In order to become a successful and pe

Books.

In order to become a successful and perminent pobbing city, our carload rates from the Missouri river common points plus the local rate to any town in this inter-mountain country should not exceed the local rate from the Missouri river to the towns mentioned; this would build up Salt Lake city, and be to the advantage of the towns around here and at the same time allow the carload buyers in the different towns an advantage over the less than carload buyers. As, for instance, our carload rates from the Missouri river on staple goods should be 50 cents, and our less than carload artes from the Missouri river; upon this basis the carlead buyers of that place would have an advantage of 20 cents per hundred weight over the less than carload buyers, providing the railroad company were to leave the carload rate where it is at present namely, \$1.35 per hundred weight. There is no just reason why they should not change the Salt Lake rate as suggested as Engle Rock and all points between Ogden and Butte city are on a branch and not on a through line.

On roads similarly situated in the eastern states, where the legislature makes the rates for the trunk lines, and classifies them on first, a cond and third chass, the lines running off from the trunk lines are always designated as being one or two classes below the main line and the company is allowed to make a higher rate of freight according to the volume of their business.

As we have stated before, the Southern Pa-

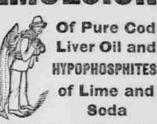
rate of freight according to the volume of their business.

As we have stated before, the Southern Pacific railroad company, and our only western outlet, is controlled by California capital and it would seem the managers of this company correct its castern connections to accept the classifications they deem proper to place not only on the goods produced in the east, and needed by the Jobers of the Pacific coast, but also on the goods of which they have an overproduction, and which come into their ports for distribution throughout the United States.

The railroads put a tariff of \$1 per hundred weight on all canned goods, rice, etc., that they deliver into our territory, and they make the same rate to Denver, the Missouri river, Mississippi common politis and Chicago. On sugar

While it may seem unnecessary to agitate a proposition in which the buyers and existing smeiters are not interested in changing, nevertheless your committee respectfully call attention to the facts in order to mitigate the evils of the altuation for the benefit of the larger class, the producers, as well as to secure an opening for outside capitalists who have shown a disposition to embark in smeiting enterprises here, but have been deterred by the existing state of affairs.





is endorsed and prescribed by leading physicians because both the Cod Liver Oil and Hypophosphiles are the recognized agents in the cure of Consumption. It is as palatable as milk.

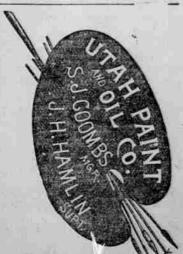
Scott's Emulsion is a perfect is a wonderful Flesh Producer. It is the Best Bennedy for CONSUMPTION, Scrofula, Bronchitis, Wasting Dis-cases, Chronic Coughs and Colds, Ask for cott's Emulaton and take no other





COMPANIES ASSETS \$18,000,000.

AND LIFE COMPANIES' ASSETS OVER \$12,000,000.



Sign Writers, Painters, House Decorators Wall Paper & Painters' Supplies. Opposite City Hall, Sait Lake City, Utah Telephone No. 433. ESTIMATES FURNISHED.